



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Lake Sammamish State Park (LSSP) should be major trail access point
- Boat launch at LSSP already has parking problem—parking is prohibited at launch
- Is 206th Avenue SE public or private property?

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Prohibit parking on private driveways that cross trail
- Trail use/access at 206th Avenue SE should be prohibited

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- High speed bikers are potential liability for home owners
- Concerns about sight distance for drivers near bike/pedestrian trail crossings
- Dismount zones at every crossing?
- Post speed limits
- Improve sight lines
- Deal with steep grades at crossings

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Cars have right-of-way
- Need additional stacking room for parked cars



The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Locate amenities at both ends of trail
- Maybe locate two stops in between north/south trail ends
- Need dog waste disposal

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Alexander's Resort (see Lake Sammamish website)—boat racing since early 1950's

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Stream crossing in this section limits trail width, so equestrian use is not possible—it would worsen water quality
- Pedestrians are OK
- Paving for bicycles is questionable because of runoff

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



East Lake Sammamish Trail
March 7, 2000 Neighborhood Workshop
Green Team Notes
Figure 7, 8, 9 and 10 maps

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Preferred edge treatment is fencing—privacy, screen, security, noise barrier
- Keep existing cedar fence along Alexander Subdivision (at edge of right-of-way)
- Add cedar trees along cedar fence
- Add lights for crossing at 206th Street to improve safety
- Deer crossing between 205th and 206th

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Rail bed is the best alignment in this section
- Alignment is constrained by stream—use minimum trail width here

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class 1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- None noted